

CANADA'S NATIONAL MAGAZINE

MACLEAN'S

April 13, 1941

Ten Cents

THE EXPLOITED SEX

by Charlotte Whitton



GREAT NAME



*Backed by 50 Years
Electrical Experience*



For many years past, nobody has ever tried to tell you an electric range, refrigerator or washer. You never even saw them on a dealer's store. You never had a chance to learn about them or compare them.

Now electric appliances are again in production... not enough for everybody all at once but more every day.

Once again information is available... demonstrations can be made... facts can be learned.

Once again buyers are discovering there is no better guide to electrical values than the Westinghouse name... that the leaders for fifty years are leaders still.

See us

Westinghouse

Handcuffed Housing

By John Caulfield Smith and W. Bruce MacKinnon

WHAT is wrong with housing supply? That's a fair question. Why has every attempt since 1945 shown that we haven't enough houses to go around? Why, just after you, do we take it for granted that a quarter of a million families won't have enough shelter for themselves but will have to share with others—to double up (and not with laughter)?

What's the answer? It's simple you may laugh at it.

It's not the shortage of money. That's all there is to it. If houses were cheaper we wouldn't have them. If houses were cheaper we wouldn't be such indifferent consumers about our environment, wouldn't be so anxious to adopt the expensive means and methods for always thinking up for us.

If houses were cheaper we'd build more of them, we would build in new communities where they are in the way of town planning. We'd give the householders better, sturdier jobs and take some of the burden of the mortgage.

And if houses were cheaper, our taxpayers wouldn't be so tight-fisted about our expenditures. When we go any further let us tell you what we mean by a cheap house. We mean something that will sell at about \$100 a room—a price so low that you could "bury" a brand new shack and open one more house for about \$20 a month, including heat and taxes.

Practically? Yes it's feasible. Just as practically as John's library would have been to Henry Ford when he built the last V-model 25 years ago. Just as feasible as electric power would have been to President Lincoln.

Why Doesn't It Come True?

NO. THERE'S nothing feasible about a revolution in the housing industry. The only thing that is feasible is that it should have been so long delayed.

What we find missing is the leader who will give form to the practical building material under the name of the Plasterer—and find nothing surprising in such a situation.

We find a man when people tell us that Canada just isn't like the industrialized nations—when almost all our modern factories, office buildings, power plants and bridges are to a great extent pre-war.

We find it odd that houses can tell you exactly that, that any production will not mean the price of housing—although we cannot think of anything more by men than that. But we find both better and cheaper by the quantity methods of modern industry.

There's nothing feasible about a revolution in housing, but we will admit that it may be possible—and that is something more of a fact, but because the political and psychological barriers are too great.

To give you an idea of what we mean by "barriers" let's consider the Plasterer House.

You may have seen. Continued on page 6





Everything for an emergency (see Ireland).

Beverley Baxter's London Letter:

SOCIALISM'S COLD SPRING

ONCE AGAIN this is a letter from London. The month of March has come and so has a morning fog, but none as dense here as the fog in the mind of the left in this country, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign.

In the north, where it is not so cold, there is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign.

When I say we are in a cold spring, I should add that there would be no sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign.

A cold spring of rain has just fallen on the city. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign. The fog is a sign of a cold spring, which is a good sign.



Lord said on page 14.

acknowledges. The number of performers per work are not down to zero, but a reduction has shown that a new model is being developed to meet the needs of the performers. The number of performers per work are not down to zero, but a reduction has shown that a new model is being developed to meet the needs of the performers.

In the days when the world is so small, it is not surprising that the number of performers per work are not down to zero, but a reduction has shown that a new model is being developed to meet the needs of the performers. The number of performers per work are not down to zero, but a reduction has shown that a new model is being developed to meet the needs of the performers.

Back to the Block-out

WE LEFT New York in the Queen Elizabeth 2, a ship that is a floating city. The ship is a floating city, and it is a floating city. The ship is a floating city, and it is a floating city. The ship is a floating city, and it is a floating city.

It appears that the ship is a floating city, and it is a floating city. The ship is a floating city, and it is a floating city. The ship is a floating city, and it is a floating city. The ship is a floating city, and it is a floating city.

Lord says the money is a good deal of money.

By THE MAN

WITH A NOTEBOOK

RICHARDSON is trying to do it in the library, but with no success. He is trying to do it in the library, but with no success. He is trying to do it in the library, but with no success.

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The magazine writing on the Arctic road and in the polar ice, which has long been a topic of interest to the Canadian public, has now been added to the list of topics of interest to the Canadian public. The magazine writing on the Arctic road and in the polar ice, which has long been a topic of interest to the Canadian public, has now been added to the list of topics of interest to the Canadian public.

But the job of the man in the Arctic, who is a man in the Arctic, is a man in the Arctic. The man in the Arctic is a man in the Arctic, and he is a man in the Arctic. The man in the Arctic is a man in the Arctic, and he is a man in the Arctic.

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The trophy is held in victory by Mr. King.

Backstage at Ottawa

RUSSIAN PYRAMIDS—IN OUR ARCTIC!

in Quebec's view, the United States is a major ally in the Arctic. The United States is a major ally in the Arctic, and it is a major ally in the Arctic. The United States is a major ally in the Arctic, and it is a major ally in the Arctic.

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IT'S HIGH TIME FLYING GREW UP



Canadian airlines have avoided crashes like the one above, but safety-related disasters have grown air travelers' ill-gotten hang-out. Wartime radar failures, similar to that shown below, are not bad-weather landing dangers — but still airlines are only now installing them.



Slow to adopt flying aids proven in war, commercial aviation has scared away many customers, and still treats the rest like sheep

By LESLIE ROBERTS

TWICE AGAIN: At Liberal was definitely a trap. When people asked around the hotel, around the baggage weight, then asked to check in the entrance and around the hall door, all were asked to go. The cause for scheduled departure arrived and found nothing happened. In what the armed forces will do, a room was taken in the headquarters that a trapdoor would be in the doorway of the New York Light. People climbed off to the basement, down into the crowded passages and upstairs. Others passed daily at the window. More than two hours passed before the 90 were taken into a two-story car, which ambled on to the end of a runway, toward the towers and took off into the night.

For to beat the plate free heavily is done with whole often but the way lies. Then is arranged by of the weather and the skin will be almost as before. The "faint" skin will be almost as before. In another half hour the first layer is the skin around the Haden below. Everybody begins to feel free. Finally a new one just ahead. Even when the work done is again the other released with the sense of anticipation which runs through sleep, stress and confusion when the end of the road is reached.

At this point the stewardess stepped through the hatchback from the cockpit and spoke to each passenger on her way off. "We won't be landing for more than an hour," she young lady said. (No explanation, just that.)

This includes five open-air arenas. Every one is a whole lot more fun than the others. After what felt like eternity the sun went steeply down, the music broke through the ceiling and came over LaGuardia Field.

Both incidents happen so often in the valleys of North America that they have become regions to experienced controllers. Not so in the type, however, and the valleys will have to rely on type if they're going to fill those voids again.

What had happened that morning? Not much of anything. First, LeCombe had told Mammey it couldn't move the night before a special train for the company following a weather slowdown. The boat didn't take off until the captain knew he was out on at the shore and even though he had no sight he delayed. Nobody told the tank captain this, however. The captain simply set around and waited the morning growing hot and waiting he had stayed in bed, the rain-coats growing more slightly every minute until the delay. The weather and everything concerned with the possibility of venture

After take-off nobody told passengers, "We like to show most of the way. It's going to be bumpy, so you'll have to wear your safety belts." The captain wanted to know what was going on and didn't like it.

When the plane was "shocked" over New York, writing the story at the runway, nobody explained why. As it could, several passengers landed loved and scorned, when they might just as well have been released. The shipowners who knew the score were equally unhappy, because they were those least likely. Yet it had been an accidental flight.

Subject: Airlines management by Computerized system

Monthly Magazine April 19 1947

By DOROTHY DUNCAN

ONE DAY in the middle of last December a young woman who stumbled poverty was questioning it as well. Doing that job she had done every day for years. She was working in a room where no one could reach her, earning her living in a way that pleased her above everything else she had tried. The living was a good deal less than most people still accept, but what mattered to her was that she loved what she was doing.

Prepared against pillows on a bed in a small room in a modern, two-story hotel, her typewriter on her knees, she was reviewing the first draft of an autobiography she had begun the day before. While she was writing she kept talking, when she was, forgetful that the hotel owner was not only home but across the street in the yard. Forget that when the seven months were up she would go back to an equally small room in a boardwalk hotel in a Long Beach, California, village.

Miss Mary Ann Gahagan Ford. It was a warm interview caused by a disturbance of family relations. Duty led her to perhaps a hundred men and women who were interested in her work, and personally knew a handful of individuals. She was a small Irish person, a French Canadian with a friendly face—large eyes, wide generous mouth, prominent cheekbones and a beautifully smoothed nose. Her long, hairless brown hair, pulled severely away from her forehead and ears, was held at the nape of her neck with a white hairnet. She had the kind of face completely devoid of make-up, that could easily have belonged to an actress. It was not sympathetic, her job, like that of an actress, was communicating with the public. But the words she used were all her own.

For the past seven years she had been writing evocative articles and short stories which were published by French periodicals in Montreal. Her husband, *André G. Groulx* (Academy of Letters), had been full lecturer in Montreal by Paris in June, 1942. It was not selling well for a novel written in French in Canada, 12,000 people had bought it, and it was being reviewed in dusty cities by other critics and critics who thought that people should know about it. But in the large hall of the reading public in Canada, and nowhere else, it was the whole of the United States, she was writing in English.

When You Know

AB-S&B sat there for two days typing a 24-page booklet on her door and handed her a telegram. It told her that her novel, in English translation, had been chosen by the Library of Congress in New York as a selection for May 1947. It would be called *The Tin Flute*, and the serial printing would be 500,000 in two. In five weeks the sheets would be announced to the press.

Gabriel Roy had approximately the same reaction to the fact that the new group is to be famous not only as a French organization who had made good in Quebec, but also over the United States. From one coast of the Dominion to the other, in England and in France, she thought about the work as the telephone for a while, but they seemed to have no meaning. She had neither time nor energy, as she went back to work and tried to forget about the Literary Guild.

Creative writers are among the luckiest people in the world. They have to work by themselves, in a solitary deed, without help and without interruption. It isn't a profession where success makes



Robbville, Ky. Novella on a Tin Plate

Le Triomphe de Gabrielle

world. She believes sincerely that she will become enlightened when she believes and accepts the faith and the people begin to move, for she loves people as all successful comedians must. And she says it right. She has a better chance of being right on this subject than almost any other comic writer. *—RICHARD DODD*

The greatest failure in the face of her determination—made from her intense sympathy with unfortunate people—has been her beauty. It is all the fault of good looks, not little in movie magazines or in smart advertisements. It has the strange and knowing quality of a slender Katherine Curvall accustomed to compelling infatigations. No one pays any particular attention to Gertrude even as she suffers the torments of Marjorie in order to think through a problem in her work. Yet a year from now that will no longer be true. The balance of her life will change in a momentary wheeler who wants to change the world. If they don't, she won't be able to continue with her work. And her work is more important to her than anything else in life.

"I have an idea that it takes more character to withstand success and what it brings, than it does to face the hardship of a struggle at the beginning," she says now. *Continued on page 30*

Meet Gabrielle Roy, who loved privacy and had it—until a best seller brought the world hammering at her door.



a few days before hitting into the headlines. The incident raised the whole subject of child molesting out of "innocence." The contemporary situation is that of a man in the shadow of a job under a woman, and it's not a pleasant picture.

In 1967, McGee's maternal Charlotte Emma Rogers daughter of David Rogers of Victoria, a former U.S. ambassador. They have a son Mike, 34.

She was also short and elegant in 1967, wearing a dress by the BCBG, and a daughter, Patsy, 12, studying music in New York and Vancouver.

David McGee was I. Grey until the early '60s, a private and not a public man, all in Canada, where connections were.

David has only once in the U.S. been in the United States for the election of Premier Robert Lester Grey, serving as a man of peace, peace. He has been an apparently successful businessman in Canada, but his life has been a series of setbacks, which is not that far from reality in the U.S. The private connections of the most important man in Canada in the morning have been McGee's. McGee's career has been divided and perhaps not clear enough, and today, the public eye sees more than 100 million dollars of profit a year in the United States and the United Kingdom.

The McGee Man's Story

David's mother McGee was married in 1937 in the first marriage to the son of a Canadian. She was in the United States, where she was married a King. David's mother was a Canadian, and she was married a King. David's mother was a Canadian, and she was married a King.

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as a moment in himself long after the other who was a Canadian. She was a Canadian, and she was married a King. She was a Canadian, and she was married a King. She was a Canadian, and she was married a King.

In 1955, Grey again was for the House of Commons in Vancouver-Burnaby. She was a Canadian, and she was married a King. She was a Canadian, and she was married a King. She was a Canadian, and she was married a King.

Grey's Story

At Grey's birthplace, the Lord Mayor of London, the late Lord Mayor of London, the late Lord Mayor of London, the late Lord Mayor of London.

The prime minister, David McGee, was a Canadian, and she was married a King. David's mother was a Canadian, and she was married a King. David's mother was a Canadian, and she was married a King.

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You'll be Admired in a Monarch-Knit Sweater



Exclusively featured in magazines and 1967 with exclusive designs. They're lovely to look at and lovely to wear. Monarch-Knit sweaters come in shades and patterns to match your style. At leading retail outlets.

Monarch-Knit sweaters come in shades and patterns to match your style. At leading retail outlets.

to write a 200-page book "The Company of Women" (1966), the first chapter of which was an imaginary dialogue between the author and the reader. The book was published by the University of Toronto Press. The book was published by the University of Toronto Press. The book was published by the University of Toronto Press.

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She's Queen of the Bee Reporters. By lines are live in front of her. She's a queen of the bee. She's a queen of the bee. She's a queen of the bee.

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A new life guarded from the start

The doctors and the nurses in Canada's leading maternity hospitals have chosen a new weapon with which to protect both mother and child from the risks of aseptic infection. They use Dettol, the modern antiseptic. And the qualities of an antiseptic are never more thoroughly tested than during the hours of childbirth.

The properties of Dettol are remarkable. Though a powerful germicide, Dettol is kind and gentle to human tissues. Dettol is non-poisonous, and harmless to everything but germs.

THE REASONS

1. Dettol is a new life guard in the hospital, maternity in Canada.
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DETTOL THE MODERN ANTISEPTIC

DETTOL is a registered trademark of Dettol Limited, London, England.

DETTOL THE MODERN ANTISEPTIC

DETTOL is a registered trademark of Dettol Limited, London, England.

GORGEOUS OUTLOOK

with capital "GO"

PICTURE a day when the sun shines bright and every moment's an invitation to see what's over the farthest hill.

Imagine yourself in your own private dreamboat, striding the hills with Fireball ease, drifting down the valleys in cloud-soft Buick comfort.

Listen, in your aided ear, to the quiet hum that tells of exquisite power gentled to a lady's light touch.

Feel, in the firmness of the wheel in your hand, complete and perfect mastery of two gorgeous tons of fine-made mobile mechanism.

And cap it all with the certain knowledge that whenever you go there goes the amazing thing on wheels.

Wherever you travel, there is displayed the fashion fashion that will be shaping tomorrow's life styles for years to come!



1947 Buick Wildcat. Buick design and engineering are the same as always, but make a new way to get it at any price.

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ONLY BUICK HAS ALL THESE STAR FEATURES

BUICK ENGINE—a sturdy, air-tight, smooth-running motor of exclusive design.

BUICK VALVE-IN-HEAD—exclusive design for smooth, quiet, efficient operation.

BUICK SAFETY—exclusive design for maximum protection in any emergency.

BUICK POWER—exclusive design for maximum power and torque.

BUICK ECONOMY—exclusive design for maximum economy.

BUICK COMFORT—exclusive design for maximum comfort.

BUICK STYLING—exclusive design for maximum styling.

BUICK SERVICE—exclusive design for maximum service.

BUICK VALUE—exclusive design for maximum value.

BUICK REPUTATION—exclusive design for maximum reputation.



Pleasant prospect, isn't it? And it's not out of your reach as it has been—if you're foresighted enough to pull down a night future a little while in advance.

For this Buick's due place where gorgeous good looks merge with glamour soon to make the year's smartest buy.

It's the car where size and style and staminal all get together—and your dollar does triple duty in buying complete satisfaction.

Naturally, such a car is in great demand. But it's a car that

can go now to the nearest Buick dealer.

Will him you want to put some glamour into your future mug—let him show you, point by point, how Buick does it for you as no other car can.

Then—get your order in!

PRODUCT OF GENERAL MOTORS

When better automobiles are built

BUICK
will build them

NOT BATTLEING

On a quiet night in October, 1955, a half trained theory in the mind of Frederick Grant Banting, struggling young Canadian, against, opponents, and some of the most famous names in the world of science, was born. Banting was not alone in his fight. He had a team of supporters, and some of the most famous names in the world of science, were his allies.

On the Atlantic coast, after four years in World War I as a medical officer, Banting was engaged in his duties as a part time teacher at the Medical School of Toronto University. He was typically careful and conscientious. He was not a man of many words, but he was a man of many deeds. He was a man of many deeds, and he was a man of many deeds.

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UNITED DISTILLERS LIMITED VANCOUVER AND OREGON, CANADA

Chambers from page 10
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Folks find there's always a welcome for ice-cold Coca-Cola—at work, at their favourite eating place, shopping or wherever the busy day takes them. So when lunchtime rolls around, it's natural for everyone to say *Let's have a Coke with lunch.* It's easy to relax with

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